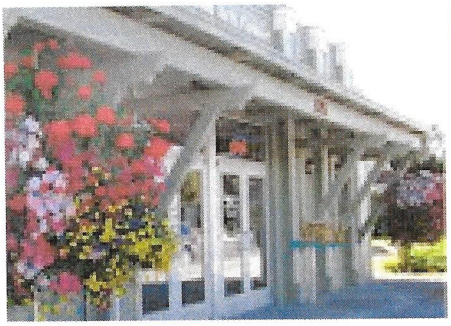
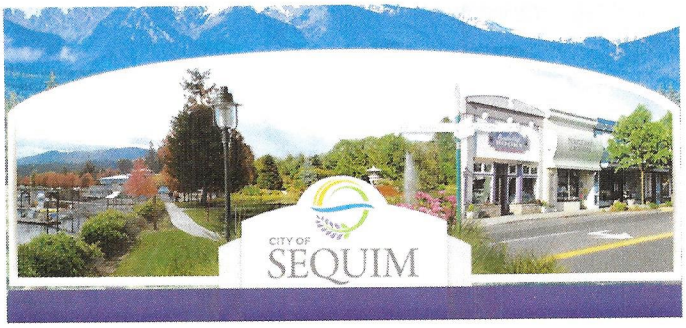
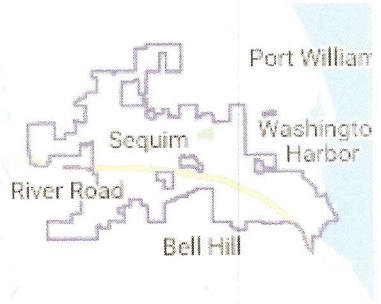


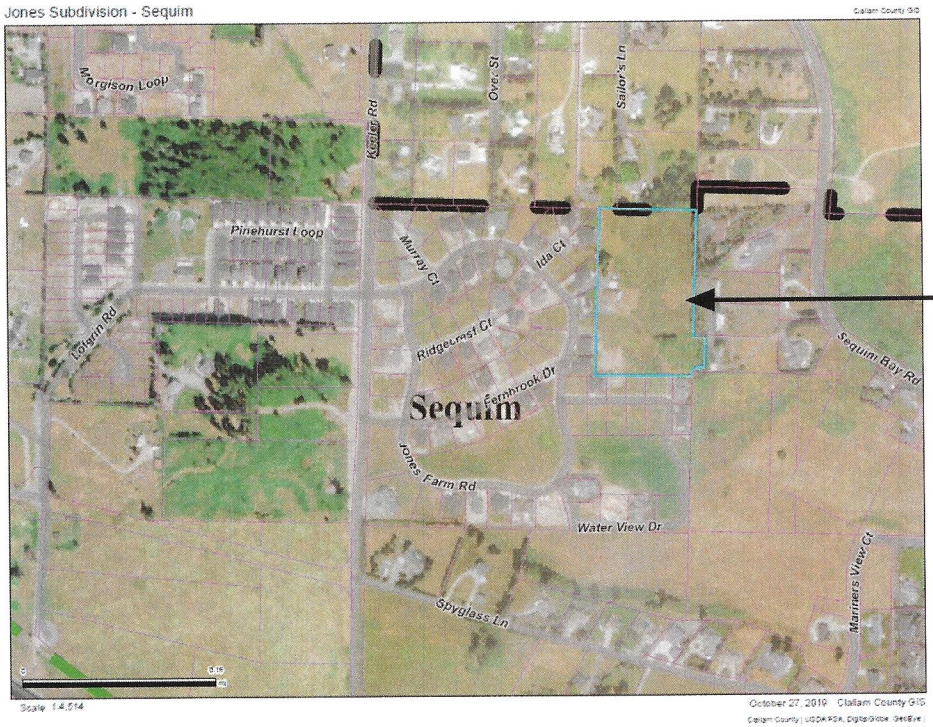


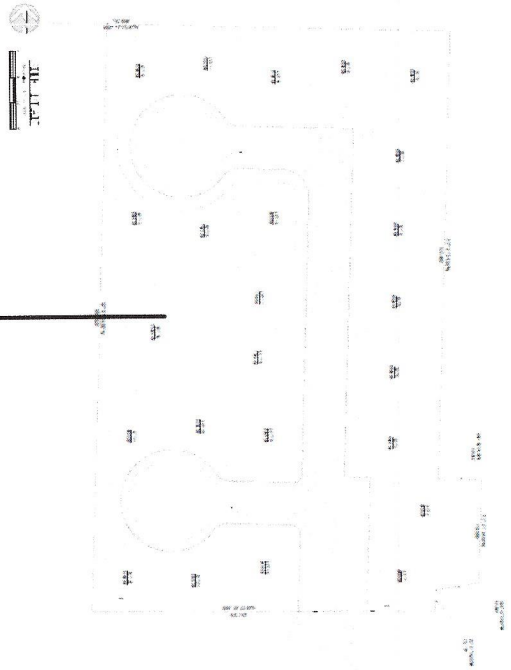


Sequim

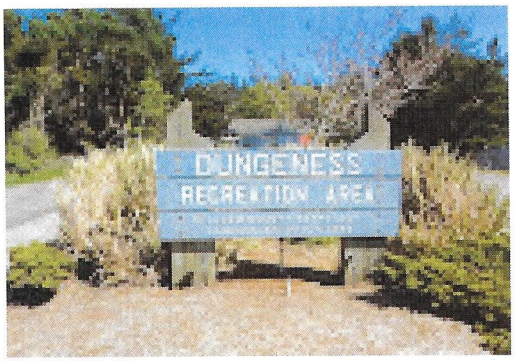
JONES SUBDIVISION
TRAFFIC IMPACT ANALYSIS

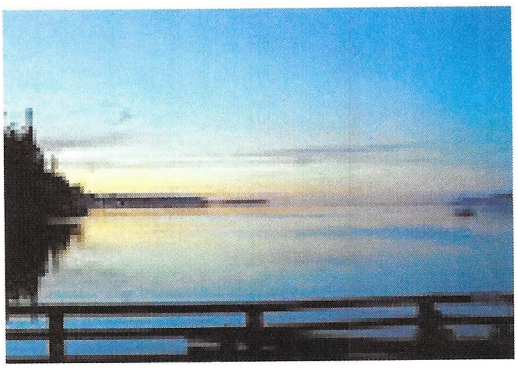
November 26, 2019

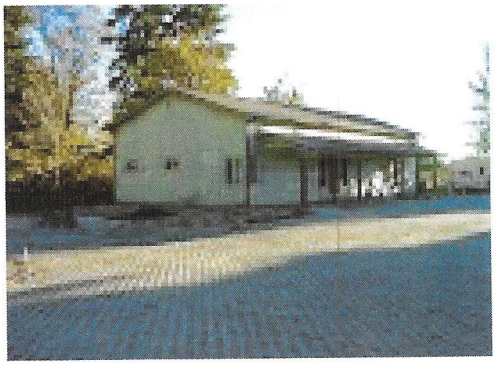




JTE . Jake Traffic Engineering, Inc.
Mark J. Jacobs, PE (OR and WA), PTOE, President
2614 39th Ave. SW – Seattle, WA 98116 – 2503
Tel. 206.762.1978 - Cell 206.799.5692
E-mail jaketraffic@comcast.net







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E-mail jaketraffic@comcast.net

November 26, 2019

CEDAR RIDGE PROPERTIES, LLC.
Attn: Rick Anderson, Owner
P.O. Box 1750
Sequim, WA 98382

Re: Jones Subdivision– Sequim, WA
Traffic Impact Analysis

Dear Mr. Anderson,

I am pleased to present this Traffic Impact Analysis for the 24 lot subdivision (23 net new) on Parcel B of the Jones Family BLA (Parcel # 03-30-27-22-0010). The project is located north of Water View Drive and west of Jones Farm Road in the City of Sequim. Access to the project would be via a new intersection on Water View Drive.

The Scope of Work for this study is based on recent work experience in Sequim and my extensive traffic engineering work conducted. Per my review of the site the following intersections are studied in this report.

1. Lofgrin Road. at Keeler Road.
2. Water View Drive at Site Access

I have inspected the site and surrounding street system. The general format of this report is to describe the proposed project, identify existing traffic conditions (baseline), project future traffic conditions and identify Agency street/road improvements (future baseline), calculate the traffic that would be generated by the project and then add it to the future baseline traffic volumes. Operational analyses are used to determine the specific project traffic impact and appropriate traffic mitigation measures to reduce the impact.

The **SUMMARY, CONCLUSIONS AND RECOMMENDATIONS** are on page 10 of this report.

PROJECT INFORMATION

Figure 1 is a vicinity map which shows the location of the site and the surrounding street system.

Figure 2 shows the Review Copy site plan prepared by Zenovic & Associates dated September 20, 2019. The site plan shows 24 lots for SFDU's (23 – net new) and internal streets. Access to the project would be via a new Access Intersection with Water View Drive.

Full development and occupancy of the proposed Jones Subdivision project is anticipated to occur by 2020/2021, presuming the permits are issued in a timely manner. However, to ensure a conservative analysis 2024 has been used as the horizon year.

EXISTING ENVIRONMENT

Project Site

An aerial image of the project site obtained from Clallam County GIS is depicted below.

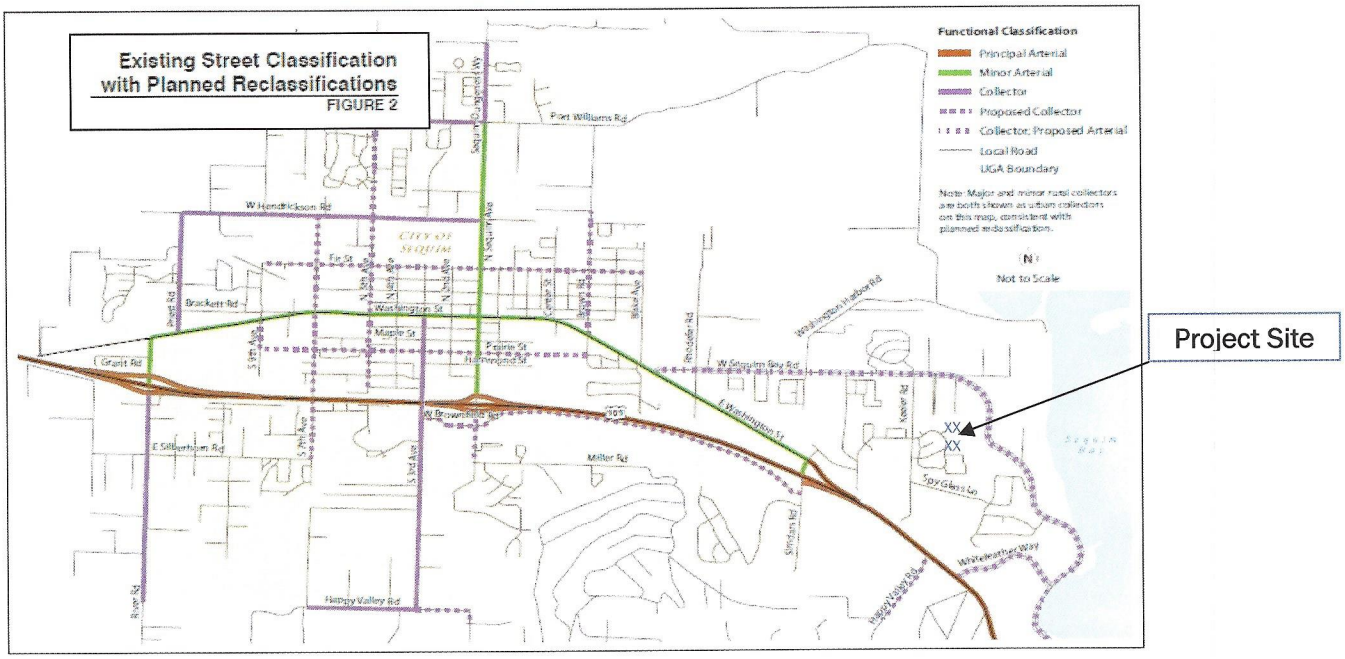
The site currently is currently developed with one SFDU that is to remain, Lot #14 on the preliminary Site Plan.

Street System

Figure 3 shows the existing traffic control, number of street lanes, number of approach lanes at intersections and other pertinent information. The primary streets within the study area and their classifications per Figure 2 "Existing Street System with Planned Reclassifications" in the City of Sequim Transportation Master Plan, June 2013 are as follows:

- SR - 101 — Principal Arterial
- Washington Street — Minor Arterial
- West Sequim Bay Road — Collector (proposed)

Below is Figure 2: from Transportation Master Plan:

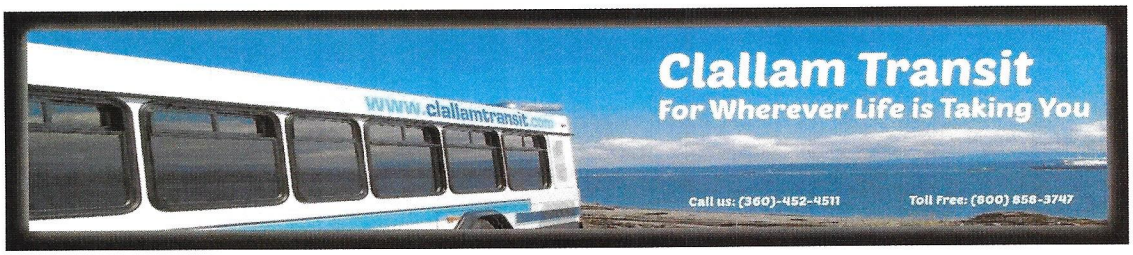


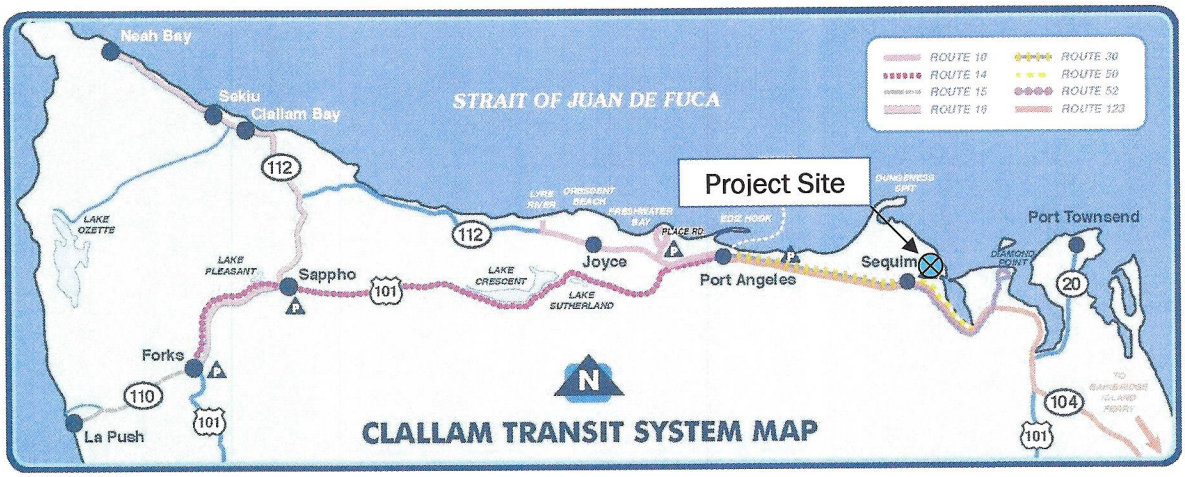
Pedestrian Facilities

Pedestrian facilities are limited in the immediate site vicinity.

Alternative Transportation

I have reviewed the Clallam County Transit services website for bus services in the vicinity of the proposed development. The map below is the Clallam Transit System Map. Sequim is served by Routes 30, 50, 52 and 123. Further information on transit service can be obtained from the website; http://www.ciallamtransit.com/.





Schools

The Sequim School District online information indicates that students living in the Jone's Subdivision would attend the following schools:

Helen Haller Elementary
School - Grades K-5
350 West Fir Street
Sequim, WA 98382
360-582-3200

Sequim Middle School
Grades 6-8
301 West Hendrickson
Sequim, WA 98382
360-582-3500

Sequim High School
Grades 9-12
601 North Sequim Avenue
Sequim, WA 98382
360-582-3600

Students attending the above schools would be eligible for bus transportation.

Traffic Volumes

Figure 3 shows the existing PM peak hour traffic volumes at the analysis streets and intersections. Traffic Data Gathering, a firm specializing in the collection of traffic data, conducted PM peak period turning movement counts at the study intersections. The count data sheets are attached in the appendix.

Intersection Operations

Traffic engineers have developed criteria for intersection operations called level of service (LOS). The LOS's are A to F with A and B being very good and E and F being more congested. LOS C and D correlate to busy traffic conditions with some restrictions to the ability to choose travel speed, change lanes and the general convenience comfort and safety.

The procedures in the Transportation Research Board Highway Capacity Manual, 2010 were used to calculate the level of service at the study intersections. The following table depicts the LOS and corresponding average delay in seconds at signalized and stop control intersections:

Intersection Type	Level of Service					
	A	B	C	D	E	F
Signalized	<10	>10 and <20	>20 and <35	>35 and <55	>55 and <80	>80
Stop Control	<10	>10 and <15	>15 and <25	>25 and <35	>35 and <50	>50

LOS Analysis Criteria

City of Sequim:

Policy 7 in the City of Sequim Transportation Master Plan, June 2013 identifies the intersection LOS standard as "D" with Washington Street allowed to operate at capacity in downtown core and at "E" outside of downtown: see right:

Policy 7: Develop a transportation system that achieves the following level of service (LOS) metrics:

Vehicular LOS: all City streets and intersections, except for Washington Street, are developed and maintained to provide a minimum of LOS D. Washington Street has a LOS F standard within downtown (5th to Brown) and must maintain a minimum of LOS E outside of downtown.

WSDOT:

I have reviewed the WSDOT website (www.wsdot.wa.gov) for Level of Service thresholds. The website contained the "Level of Service Thresholds for State Highways Set by RTPOs" which identifies LOS on State Highways for various Counties. The pertinent section of Level of Service Standards for State Highways January 1, 2010 for Clallam County is below:

Level of Service Standards for Washington State Highways
January 1, 2010

WSDOT sets level of service (LOS) standards for state highways and ferry routes of statewide significance (HSS) based on RCW 47.06.140(2). Regional transportation planning organizations (RTPOs) and WSDOT jointly develop and RTPOs establish LOS standards for regionally significant state highways and ferry routes (non-HSS) based on RCW 47.80.030(1)(c). LOS is based on peak-hour except where noted.

Regional Organization/County	LOS for Non-HSS		LOS for HSS	
	Urban	Rural	Urban	Rural
(PRTPO) Peninsula - RTPO				
Mason County	D	C	D	C
Jefferson County	D	C	D	C
Clallam County	D	C	D	C
Kitsap County[1]	(see PSRC above)		D	C

The WSDOT LOS threshold for urban portions of Clallam County is identified at LOS 'D'.

LOS Analysis Software

The LOS of the study intersections were calculated using the Synchro software program (v10). Table 1, at the end of the report prior to Figures, shows the existing LOS operations of the study intersections. The study intersection is operating at LOS 'A' that meet City criteria.

Incident/Safety History

Incident data was reviewed using the WSDOT accident data portal available online at https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/. This portal was used to review incidents in the site vicinity for the years 2016 to 2018. The WSDOT data is attached.

Inspection of the incident data showed one property damage incident on Lofgrin Rd in 2018 in the site vicinity. No apparent safety issue is noted on streets in the site vicinity.

STREET IMPROVEMENT PROJECTS

Sequim

I have reviewed the City of Sequim's 2020 – 2025 Transportation Improvement Program, copy attached. The City TIP #13 indicates a project to conduct shoreline repair on West Sequim Bay Road

WSDOT

Review of the WSDOT website indicated no projects on SR's near the site.

HORIZON YEAR CONDITIONS "WITHOUT" THE PROJECT

Figure 3 shows the projected 2024 PM peak hour traffic volumes "without" the project. These volumes include the existing traffic volume counts plus background growth. The traffic growth per WSDOT Annual Traffic Report data on SR – 101 at MP 265 after ramp Sequim Avenue is about 1.6% per year.

The study intersection of Lofgrin Road at Keeler Road serves a number of undeveloped lots per Clallam County online aerial data. Inspection of the parcel data in the site vicinity I estimate that roughly about half the parcels have not yet been developed, thus to ensure a conservative review I have applied a 100% increase in traffic at the study intersection.

TRIP GENERATION AND DISTRIBUTION

Definitions

A vehicle trip is defined as a single or one direction vehicle movement with either the origin or destination (exiting or entering) inside the proposed development.

Traffic generated by development projects consists of the following types:

Pass-By Trips:	Trips made as intermediate stops on the way from an origin to a primary trip destination.
Diverted Link Trips:	Trips attracted from the traffic volume on a roadway within the vicinity of the generator but which require a diversion from that roadway to another roadway in order to gain access to the site.
Captured Trips:	Site trips shared by more than one land use in a multi-use development.
Primary (New) Trips:	Trips made for the specific purpose of using the services of the project.

Trip Generation

The proposed Jones Subdivision project is expected to generate the vehicular trips during the average weekday, street traffic AM and PM street peak hours as shown in Table 2. The trip generation for the project is calculated using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, for Single-Family Detached Housing (ITE Land Use Code 210). All site trips made by all vehicles for all purposes, including commuter, visitor, and service and delivery vehicle trips are included in the trip generation values.

TABLE 2 - VEHICULAR TRIP GENERATION
JONES SUBDIVISION - SEQUIM
TRAFFIC IMPACT ANALYSIS

Time Period	Size	TG Rate (X)	Enter %	Enter Trips	Exit %	Exit Trips	Total (T)
PROPOSED: Single-Family Detached Housing (ITE LUC 210; 24 (23 net new) - SFDU)							
Weekday	23	9.44	50%	108.6	50%	108.6	217.1
AM peak hour	23	0.74	25%	4.3	75%	12.8	17.0
PM peak hour	23	0.99	63%	14.3	37%	8.4	22.8

T = trips, X = number of lots/units

The traffic associated with the Jones Subdivision is projected at 23 net new weekday PM peak hour trips.

Trip Distribution

Figure 3 shows the site generated traffic assigned to the street system. Trips to and from the site were distributed to the surrounding road network based on the characteristics of the network, existing traffic volume patterns and the location of likely trip origins and destinations (residential, business, shopping (comparison shoppers), social and recreational opportunities).

HORIZON YEAR CONDITIONS "WITH" THE PROJECT

Traffic Volumes

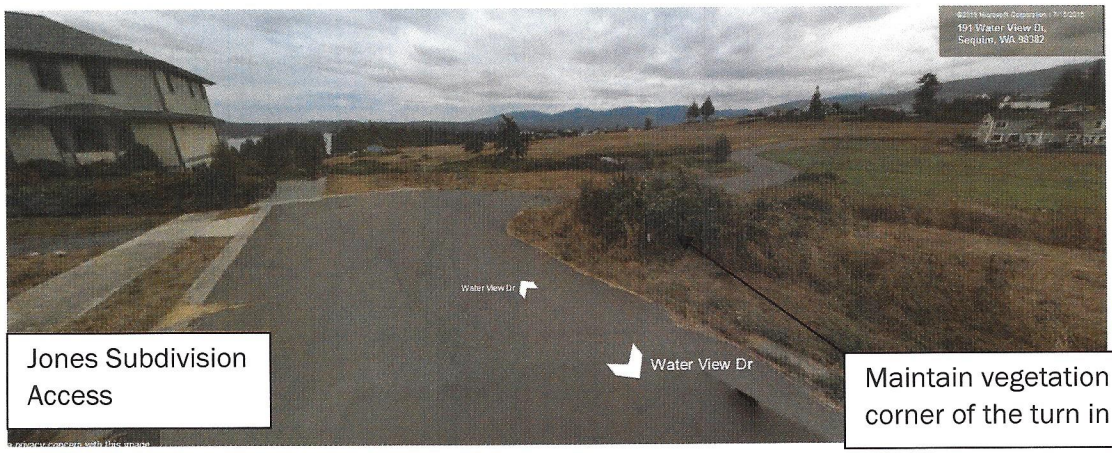
Figure 3 shows the projected 2024 PM peak hour traffic volumes "with" the proposed project at the analysis and site access intersections. The site generated peak hour traffic volumes shown are added to the projected background traffic volumes to obtain the future with project volumes.

Level of Service

Table 1 shows the calculated LOS for the horizon year (2024) "with" and "without" project conditions at the analysis intersections. Based on my operational analysis the analyzed intersection would operate at LOS 'A' for the "with" the project conditions that meets the City criteria.

Site Access

Access to the project would be via Water View Drive a low volume low speed access street. Water View Drive is a level street with a 90 degree turn just to the east of the site access. Vegetation in the southwest corner of the turn could affect sight lines. The following is a screenshot of Bing Aerial street view data:



AGENCY TRAFFIC IMPACT MITIGATION REQUIREMENTS

Sequim Municipal Code **22.04.110 Transportation impact fee** identifies a TIF rate of $2,491 per Single Family (detached) outside the downtown area; inside the downtown core the rate is $2,020. The City's Transportation Impact Fee Program for Sequim, Washington 2013 Update dated September 2013 provides the technical document regarding the TIF program. City Table 4 of this report, pertinent portion below, identifies a TIF of $2,491 per SFDU and as noted in the City's Municipal Code:

Table 4. Impact Fee Schedule Components

Land Use	ITE Land Use Code	Unit of Measure	Basic Trip Rate Trips/Unit (A)	New Trip % (B)	New Trip Rate	Avg. Trip Length (miles)	Trip Length Adjustment Factor (C)	Impact Fee Rate
						Avg=1.8		Cost per Trip End = $2,244
Residential								
Single Family (Detached)	210	dwelling	1.00	100%	1.00	2.0	1.11	$2,491

The City SFDU fee is based on the 9th Edition of the Trip Generation; subsequently the 10th Edition has been published. The new report slightly refines the trip generation rate for SFDU during the PM peak hour. Table 3 below provides my TIF estimate for the project making the minor adjustment to reflect new data.

TABLE 3 - TRAFFIC IMPACT FEE
JONES SUBDIVISION - SEQUIM
TRAFFIC IMPACT ANALYSIS

Use	Units	City TIF/rate	Estimated TIF	City	ITE	Refined TIF
SFDU	23	$ 2,491.00	$ 57,293	1.00	0.99	$ 56,720

Rate per SMC 22.04.110 Transportation impact fee, available online 11.06.2019
The fee schedule notes a rate per PM peak hour trip of $2,244

The City's TIF includes a Trip Length Adjustment factor. A TIF of $56,720 is calculated, per the Trip Generation 10th Edition data, for the 23 net new lot project ($2,466.09 per SFDU).

The City will require that the project site access and circulation be constructed in conformance to City requirements.

SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

This report analyzed the traffic impact for the 24 (23 net new) lot Jones on Parcel B of the Jones Family BLA (Parcel # 03-30-27-22-0010). The project is located north of Water View Drive and west of Jones Farm Road in the City of Sequim. Access to the project would be via a new intersection on Water View Drive.

Existing traffic data was obtained at the street intersections identified for analysis. Future horizon year traffic volumes were derived using a conservative growth factor of two percent per year. Level of service analyses were performed for existing and projected future horizon traffic volumes during the weekday PM peak hour. The evaluation of the traffic impact of the proposed project included adding project generated traffic to the future traffic volume projections and calculating the level of service. The "with" project traffic operations were then compared to the "without" project operations. The comparison of traffic operations "with" and "without" the project identified that the project would not cause a significant adverse affect on the operation of the study intersections. In addition, sight lines and safety inspection were conducted at the study intersections and no apparent deficiencies (with vegetation maintained) were noted.

Based on my analysis I recommend that Jones Subdivision be allowed with the following traffic impact mitigation measures.

- Construct site in accordance with applicable City requirements.
- Pay lawful Traffic Impact Fee.

If you have any questions you can contact me at 206.762.1978 or email me at jaketraffic@comcast.com.

Very truly yours,

Mark J. Jacobs, PE, PTOE, President
JAKE TRAFFIC ENGINEERING, INC.

MJJ: mjj

11.26.2019

TABLE 1 - PM PEAK HOUR LEVEL OF SERVICE
JONES SUBDIVISION - SEQUIM
TRAFFIC IMPACT ANALYSIS

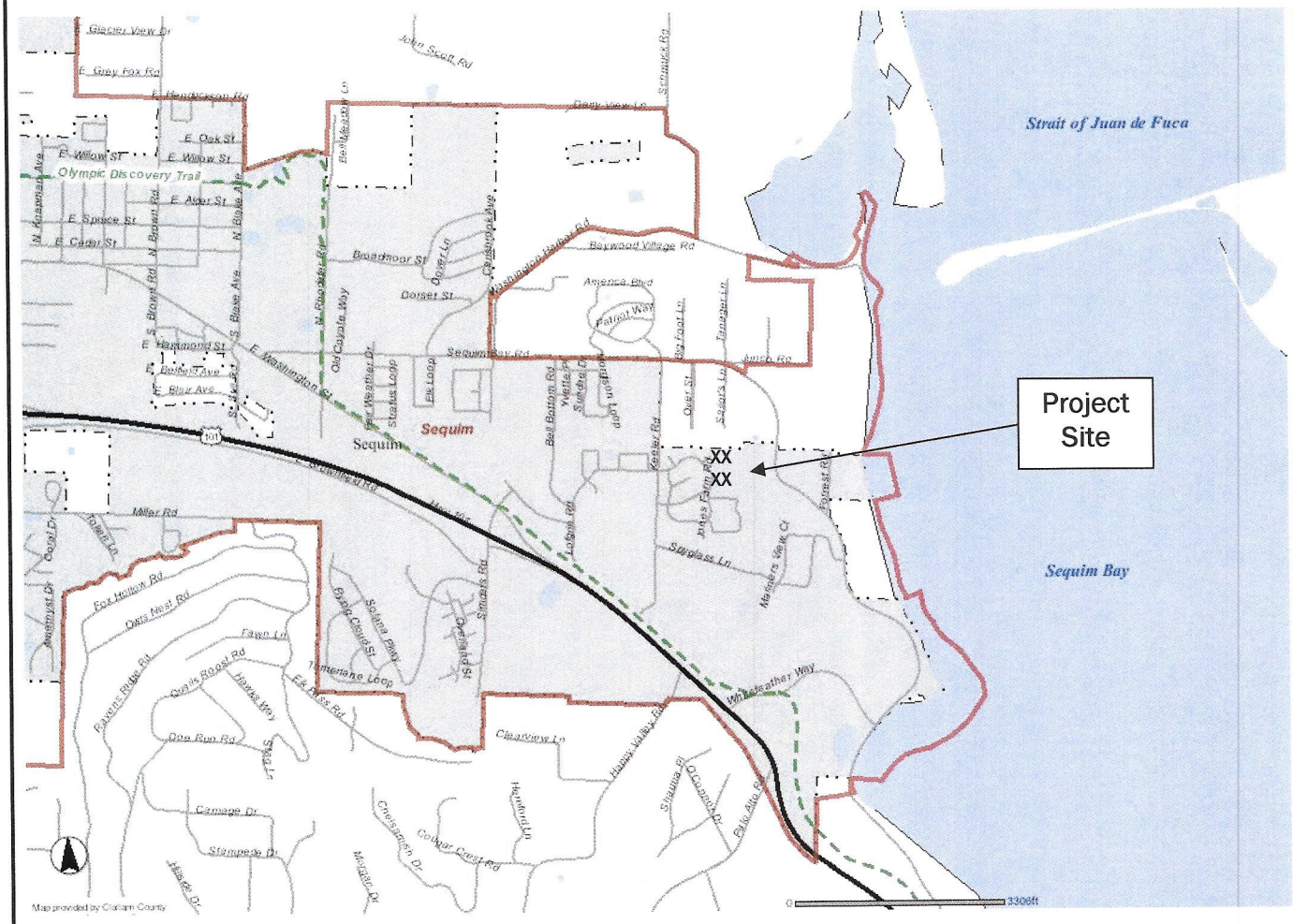
INTERSECTION	APPROACH	EXISTING	2023 W/O PROJECT	2023 W/ PROJECT
1. Keeler Road at Lofgrin Road	Overall	A (3.3)	A (3.5)	A (3.5)
2. Site Access at Water View Drive	Overall SB	– --	– --	A* --

* LOS determined via Traffic Engineering Inspection.

Number shown in parenthesis is the average control delay in seconds per vehicle for the intersection as a whole or approach movement, which determines the LOS per the Highway Capacity Manual.

Project: Jones Subdivision - Sequim
Location: North of Water View Drive and west of Jones Farm Road

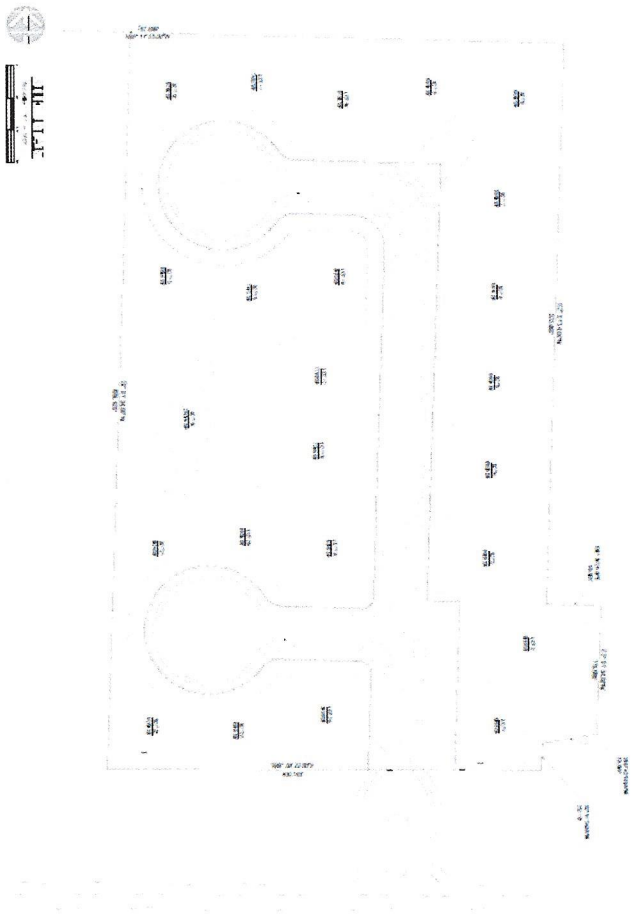
NORTH



JTE, Inc. FIGURE 1 **Reprint in Color Only**	JONES SUBDIVISION - SEQUIM TRAFFIC IMPACT ANALYSIS
	VICINITY MAP

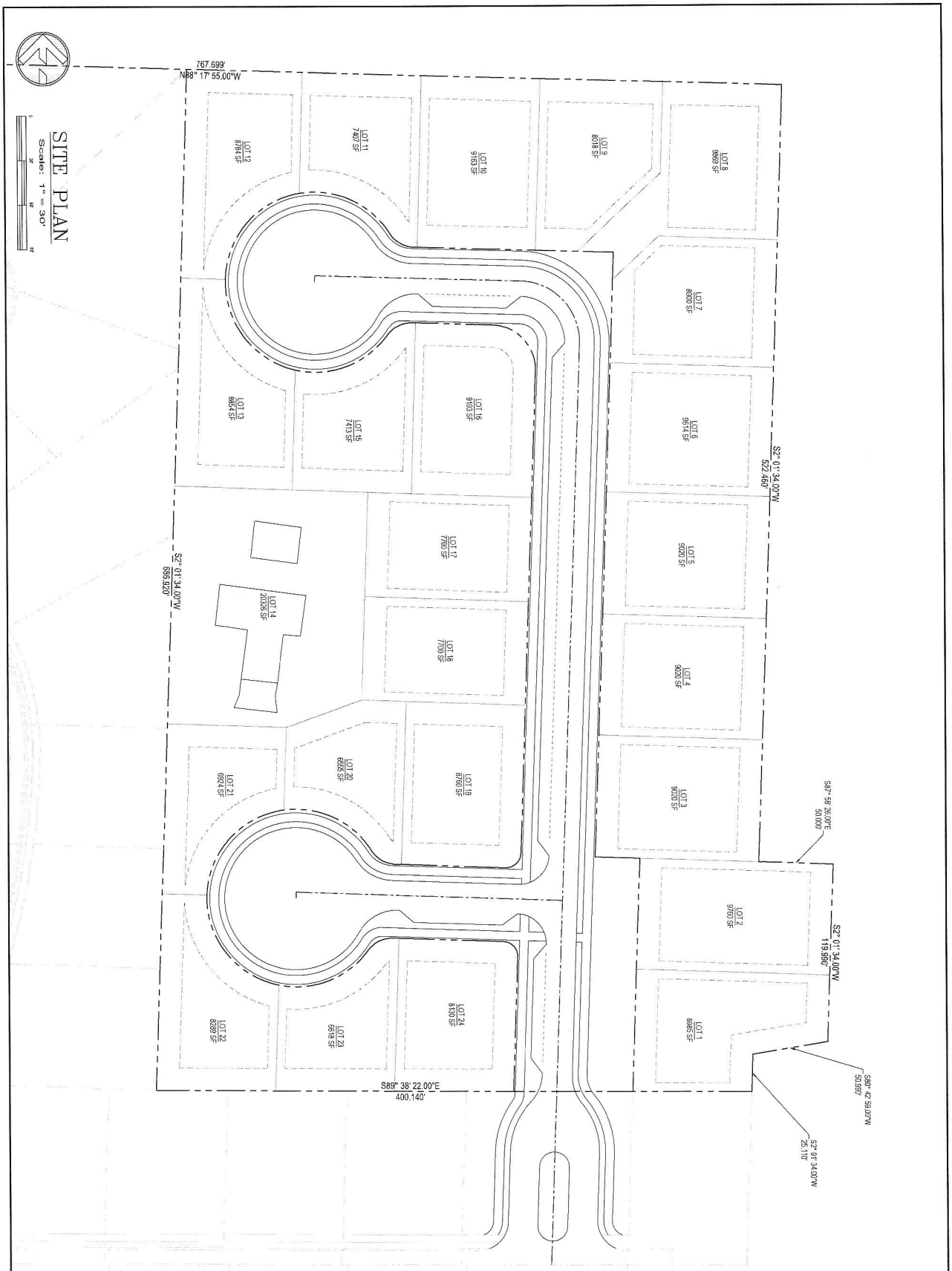
Project: Jones Subdivision - Sequim
Location: North of Water View Drive and west of Jones Farm Road

NORTH



Note: An 8.5 x 11" copy of the Site Plan is included with this report

JTE, Inc. FIGURE 2 **Reprint in Color Only**	JONES SUBDIVISION - SEQUIM TRAFFIC IMPACT ANALYSIS
	PRELIMINARY SITE PLAN



SITE PLAN

Scale: 1" = 30'

SHEET	1
SET:	CONCEPTUAL
DATE:	September 20, 2019
JOB NO.:	19264
FILE:	19264-P1
SCALE:	1" = 30'

TITLE: PROPOSED SUBDIVISION, PARCEL B JONES FAMILY TRUST BLA

PRELIMINARY LAYOUT

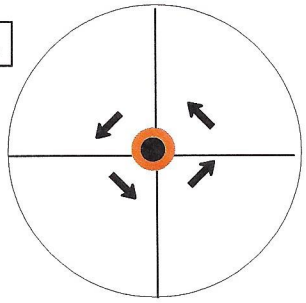
CLIENT:
CEDAR RIDGE PROPERTIES, LLC
80 MURRAY COURT
SEQUIM, WA 98382

REVISIONS:

DATE	MARK	NOTE

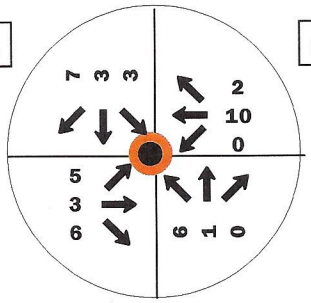
ZENOVIC & ASSOCIATES
INCORPORATED
301 E. 6TH STREET, SUITE 1
PORT ANGELES, WA 98362
PHONE: (360) 417-0501
FAX: (888) 417-4514
EMAIL: ZENOVIC@ZENOVIC.NET

1



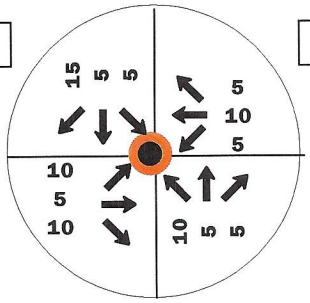
Geometrics and Traffic Control

1



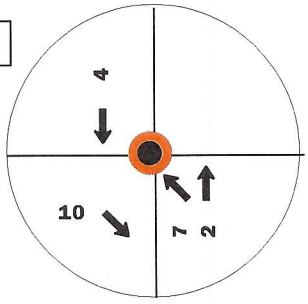
Existing PM Peak Hour Traffic
Thursday 10.24.2019
1600 - 1800

1



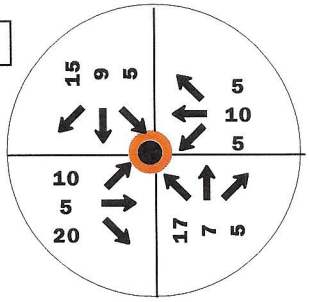
Projected 2024 PMPHT w/o the Project

1



Project PMPHTat the intersection

1



Projected 2024 PMPHT w/ the Project

PM Peak Hour Traffic

Entering:	14
Exiting:	9

XX% Distribution - Enter/Exit Peak Hour Trips

JTE, Inc.

FIGURE 3

Reprint in Color Only

JONES SUBDIVISION - SEQUIM
TRAFFIC IMPACT ANALYSIS

TRAFFIC INFORMATION

APPENDIX

From: Mark J Jacobs, PE, PTO [mailto:JakeTraffic@comcast.net]
Sent: Tuesday, November 05, 2019 3:29 PM
To: 'mklontz@sequimwa.gov'
Cc: 'seth@zenovic.net'
Subject: 2019.055/2019.056 - Sequim Residential Projects - Traffic Reports

Matt

I'm conducting traffic reports for two separate Residential Projects in the City, they are:

Jones Subdivision - Project: 24 lot subdivision on Parcel B of the Jones Family BLA (Parcel # 03-30-27-22-0010)
Location Description: North of Water View Drive from Jones Farm Road, from Keeler Road. Study I/S – Lofgrin Road at Keeler Road

and

I reviewed the City's web site and did not locate the 2019 to 2025 6 Year TIP, I have the 2018 – 2023 TIP on file. Also the City TIF is it still based on the following?

Table 4. Impact Fee Schedule Components

Land Use	ITE Land Use Code	Unit of Measure	Basic Trip Rate Trips/Unit (A)	New Trip % (B)	New Trip Rate	Avg. Trip Length (miles)	Trip Length Adjustment Factor (C)	Impact Fee Rate
						Avg=1.8		Cost per Trip End = $2,344
Residential								
Single Family (Detached)	210	dwelling	1.00	100%	1.00	2.0	1.11	$2,491

Contact me with any questions.

Thank you

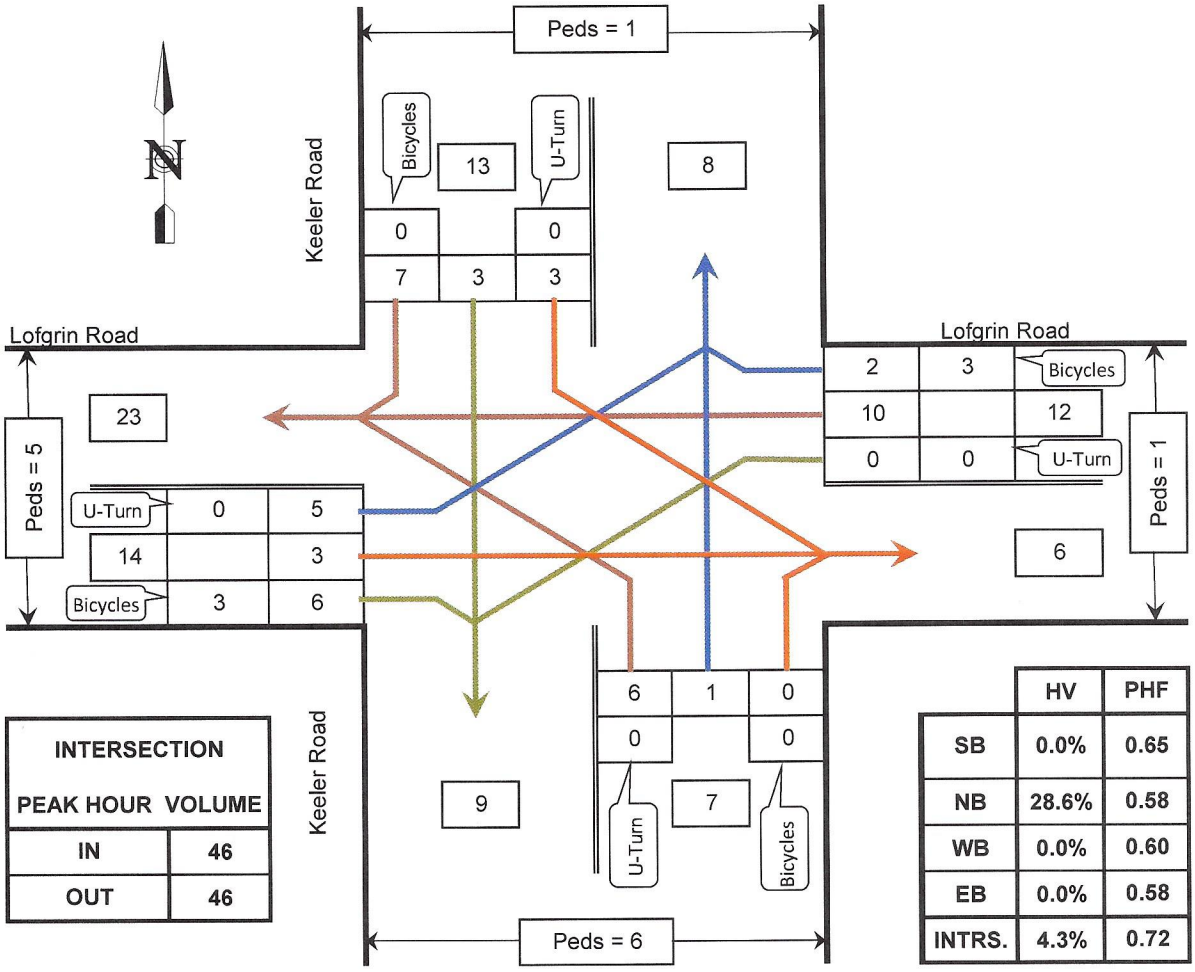
Mark

Mark J Jacobs, PE, PTOE
JAKE TRAFFIC ENGINEERING, INC
2614 39th Ave. SW
Seattle, WA 98116 – 2503
206.762.1978 o
206.799.5692 c

TRAFFIC DATA GATHERING

TURNING MOVEMENTS DIAGRAM

4:00 PM - 6:00 PM PEAK HOUR: 4:00 PM TO 5:00 PM



INTERSECTION PEAK HOUR VOLUME	
IN	46
OUT	46

	HV	PHF
SB	0.0%	0.65
NB	28.6%	0.58
WB	0.0%	0.60
EB	0.0%	0.58
INTRS.	4.3%	0.72

PHF = Peak Hour Factor
HV = Heavy Vehicle

Keeler Road @ Lofgrin Road

Sequim, WA

COUNTED BY: TDG

DATE OF COUNT: Thu. 10/24/19

REDUCTION DATE: Fri. 10/25/19

TIME OF COUNT: 4:00 PM - 6:00 PM

DTG TRAFFIC DATA GATHERING

INTERSECTION TURNING MOVEMENTS REDUCTION SHEET

LOCATION: Keeler Road @ Lofgrin Road
Sequim, WA

DATE OF COUNT: Thu. 10/24/19
TIME OF COUNT: 4:00 PM - 6:00 PM

COUNTED BY: TDG
DATE OF REDUCTION: 10/25/2019

TIME INTERVAL ENDING AT	FROM NORTH ON Keeler Road							FROM SOUTH ON Keeler Road							FROM EAST ON Lofgrin Road							FROM WEST ON Lofgrin Road							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	1	2	0	1	0	3	0	0	0	0	0	0	0	3	2	2	0	0	0	2	1	3	16
04:30 PM	1	0	0	0	1	1	1	1	0	0	0	1	0	0	0	3	0	0	0	0	0	2	3	0	0	1	1	1	7
04:45 PM	0	0	0	0	1	0	4	1	0	1	0	1	1	0	1	0	0	0	0	2	0	0	0	0	0	0	0	1	10
05:00 PM	0	0	0	0	0	2	1	2	0	0	0	1	0	0	0	0	0	0	0	5	0	1	0	0	0	2	1	1	13
05:15 PM	0	0	0	0	1	0	0	0	1	1	0	2	1	0	0	0	0	0	0	3	0	0	0	0	0	2	2	1	12
05:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	1	7
05:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	7
06:00 PM	0	0	0	0	1	0	1	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	10
PEAK HOUR TOTALS	1	0	0	0	3	3	7	6	0	2	0	6	1	0	1	3	0	0	0	10	2	5	3	0	0	5	3	6	INTERSECTION
ALL MOVEMENTS				13							7							12							14				46
% HV			0.0%							28.6%							0.0%							0.0%					4.3%
PEAK HOUR FACTOR				0.65							0.58							0.60							0.58				0.72

HV = Heavy Vehicle
PHF = Peak Hour Factor

4:00 PM - 6:00 PM PEAK HOUR: 4:00 PM TO 5:00 PM

ROLLING HOUR COUNT

TIME INTERVAL	FROM NORTH ON Keeler Road							FROM SOUTH ON Keeler Road							FROM EAST ON Lofgrin Road							FROM WEST ON Lofgrin Road							INTERVAL TOTALS
	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	Peds	Bicycle	HV	U-Turn	Left	Thru	Right	
2:00 PM - 3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM - 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM - 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM - 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	1	0	0	0	3	3	7	6	0	2	0	6	1	0	1	3	0	0	0	10	2	5	3	0	0	5	3	6	46
4:15 PM - 5:15 PM	1	0	0	0	3	3	6	4	1	2	0	5	2	0	1	3	0	0	0	10	0	3	3	0	0	5	4	4	42
4:30 PM - 5:30 PM	0	0	0	0	3	3	5	3	1	2	0	4	2	0	1	0	0	0	0	11	1	1	0	0	0	5	4	4	42
4:45 PM - 5:45 PM	0	0	0	0	2	4	2	2	1	1	0	3	1	0	0	0	0	0	0	9	1	1	0	0	0	7	4	6	39
5:00 PM - 6:00 PM	0	0	0	0	3	2	2	0	1	1	0	4	2	0	0	0	0	0	0	4	1	0	0	0	0	8	5	5	36
4:00 PM - 6:00 PM Total:	1	0	0	0	6	5	9	6	1	3	0	10	3	0	1	3	0	0	0	14	3	5	3	0	0	13	8	11	82

(http://www.wsdot.wa.gov)

Summary Reports - Total Crashes by Year

Report Year: 2016
Report Location: City of Sequim
Report Jurisdiction: All Roads

Under 23 U.S. Code 148 and 23 U.S. Code 409, safety data, reports, surveys, schedules, list complied or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.

Data Charts Notes Map Additional crash data available by clicking on map marker.

(http://www.wsdot.wa.gov)

Summary Reports - Total Crashes by Year

Report Year: 2017
Report Location: City of Sequim
Report Jurisdiction: All Roads

Under 23 U.S. Code 148 and 23 U.S. Code 409, safety data, reports, surveys, schedules, list complied or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.

Data Charts Notes Map Additional crash data available by clicking on map marker.

(http://www.wsdot.wa.gov)

Summary Reports - Total Crashes by Year

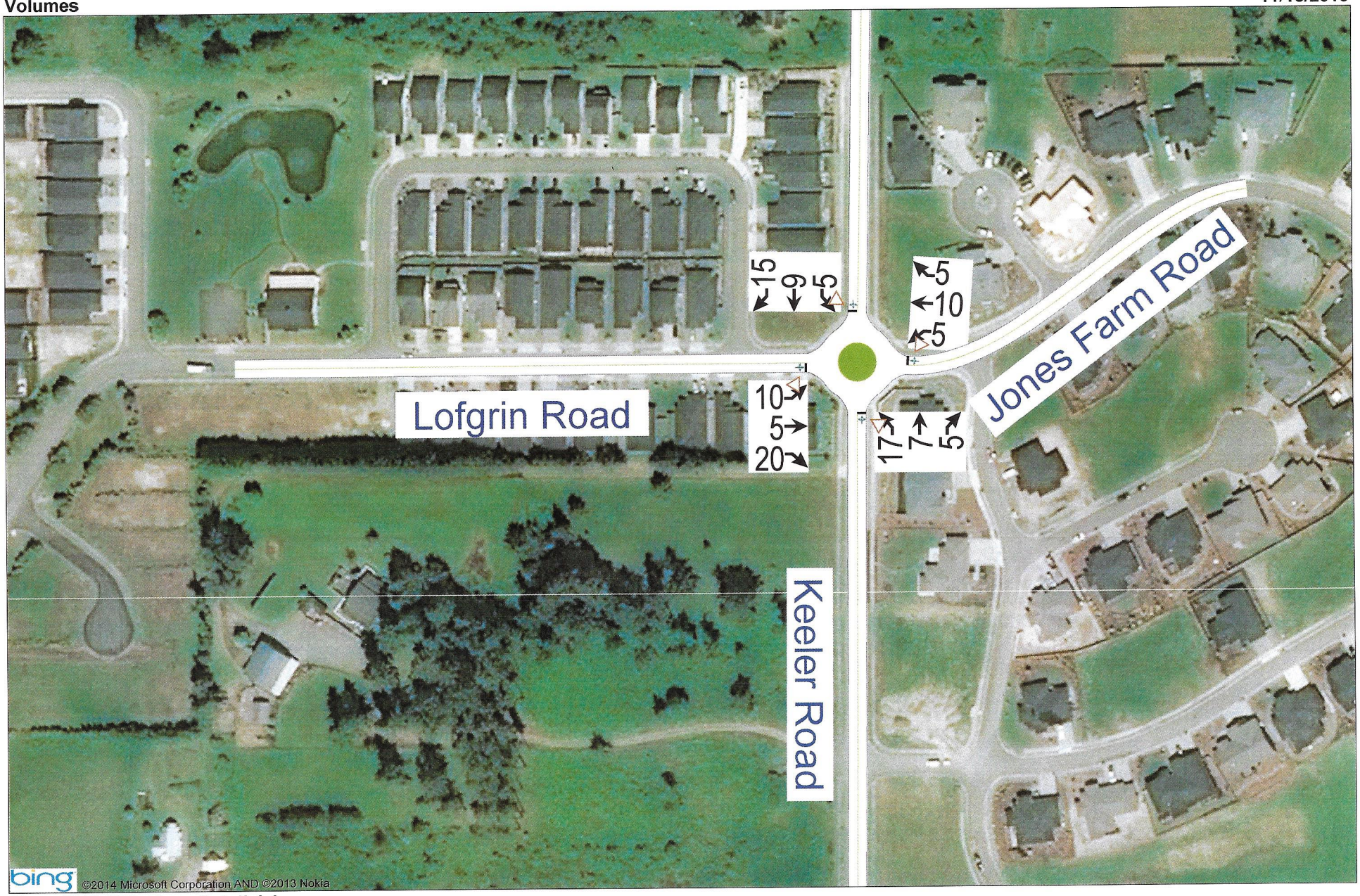
Report Year: 2018
Report Location: City of Sequim
Report Jurisdiction: All Roads

Under 23 U.S. Code 148 and 23 U.S. Code 409, safety data, reports, surveys, schedules, list complied or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.

Data Charts Notes Map Additional crash data available by clicking on map marker.

Map - 2019.055 - Jone Subdivision
Volumes

Jones Subdivision
11/15/2019



Map - 2019.055 - Jone Subdivision
MJJ (v10)

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	15	13	8	14
Demand Flow Rate, veh/h	15	13	8	14
Vehicles Circulating, veh/h	6	13	11	18
Vehicles Exiting, veh/h	26	6	10	8
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.3	3.4	3.3	3.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	15	13	8	14
Cap Entry Lane, veh/h	1123	1115	1118	1110
Entry HV Adj Factor	0.996	0.983	0.998	0.996
Flow Entry, veh/h	15	13	8	14
Cap Entry, veh/h	1119	1097	1115	1105
V/C Ratio	0.013	0.012	0.007	0.013
Control Delay, s/veh	3.3	3.4	3.3	3.4
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	27	21	21	26
Demand Flow Rate, veh/h	27	21	21	26
Vehicles Circulating, veh/h	15	27	21	27
Vehicles Exiting, veh/h	38	15	21	21
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.4	3.5	3.4	3.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	27	21	21	26
Cap Entry Lane, veh/h	1113	1100	1106	1100
Entry HV Adj Factor	0.996	0.990	0.995	0.996
Flow Entry, veh/h	27	21	21	26
Cap Entry, veh/h	1109	1089	1101	1096
V/C Ratio	0.024	0.019	0.019	0.024
Control Delay, s/veh	3.4	3.5	3.4	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	38	21	31	31
Demand Flow Rate, veh/h	38	21	31	31
Vehicles Circulating, veh/h	20	37	21	34
Vehicles Exiting, veh/h	45	15	37	24
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.5	3.5	3.5	3.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	38	21	31	31
Cap Entry Lane, veh/h	1108	1089	1106	1092
Entry HV Adj Factor	0.997	0.990	0.995	0.994
Flow Entry, veh/h	38	21	31	31
Cap Entry, veh/h	1105	1078	1101	1085
V/C Ratio	0.034	0.019	0.028	0.028
Control Delay, s/veh	3.5	3.5	3.5	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

2020-2025 Transportation Improvement Program

[ ] denotes growth related projects

#	Project Type	Location	Cost Estimate (thousands)	2020	2021	2022	2023	2024	2025
1	State Corridor Improvement	US 101/East Sequim Corridor Improvements (WSDOT Lead Agency) (This project includes project no. 39, 40 & 47)	$20,000	$1,290					$18,710
2	Pavement Rehab	City Wide Pavement Preservation	$3,263	$229	$584	$596	$607	$618	$629
3	Pavement Rehab	North Sequim Avenue Pavement Rehabilitation	$280						$280
4	Pavement Rehab	Washington St Pavement Rehabilitation	$3,869			$340	$1,156	$1,176	$1,197
5	Improvement	Brown Rd widening & sidewalks (Fir to Hendrickson)	$542			$542			
6	Improvement	E Fir St Rehab from Sequim Avenue to Blake Avenue	$1,696						$1,696
7	Improvement	N 9th Avenue widening & new construction (Brackett Road to Hendrickson)	$3,996				$169	$1,897	$1,930
8	Improvement	N Kendall and W Hendrickson intersection	$363		$210	$153			
9	Improvement	S 7th sidewalks and improvements (Comfort to McCurdy)	$3,388					$230	$3,158
10	Improvement	Washington St signals timing & coordination	$150	$150					
11	Improvement	W Fir sidewalk and improvements (Sequim to 5th)	$3,415	$3,415					
12	Improvement	South Sequim Complete Street	$3,563	$350	$350	$1,418	$1,445		
13	Improvement	West Sequim Bay Rd shoreline repair	$598					$59	$539
14	Improvement	West Washington eastbound auxiliary lane at Priest Rd	$93						$93
15	Improvement	US 101/Whitefeather intersection improvements	$532						$532
16	Improvement	S 5th Ave Extension (McCurdy to Driveway)	$150						$150
17	Planning	Transportation Master Plan update	$50			$50			
18	Pedestrian/Bike	Etta St active alleyway (Sequim to Sunnyside)	$602					$602	

2020-2025 Transportation Improvement Program

denotes growth related projects

#	Project Type	Location	Cost Estimate (thousands)	2020	2021	2022	2023	2024	2025
19	Pedestrian/Bike	Bell Creek trail	$1,674						$1,674
20	Pedestrian/Bike	ODT E Hendrickson Eastern Extension (UGA)	$420						$420
21	Pedestrian/Bike	North Sequim Avenue Roundabout Upgrade and Sidewalk Infill (Old Olympic and Henderickson)	$1,464	$350	$1,114				
22	Pedestrian/Bike	Sunnyside sidewalk	$573					$63	$510
23	Pedestrian/Bike	Whitefeather trail	$532						$532
24	Connectivity	E Washington Pl new construction (Blake to Rhodefer)	$354			$76	$278		
25	Bicycle Facilities	E Washington Street bicycle facilities (Sequim Avenue to Simdars Road)	$170						$170
26	Bicycle Facilities	N Sequim Avenue bicycle facilities (Washington Street to Fir Street)	$30						$30
27	Bicycle Facilities	ODT Realignment in Carrie Blake Park	$80						$80
28	Bicycle Facilities	W Washington Street bicycle facilities (Priest Road to 5th Avenue)	$70						$70
29	Shared Use Path	W Sequim Bay Road shared use path (E Washington Street to Whitefeather Way)	$715						$715
30	Pedestrian Improvement	S 3rd Ave Pedestrian Sidewalk/Pathways	$300						$300
31	Pedestrian Improvement	Active Alleyway on Seal Street (Washington Street and Cedar)	$446			$446			
32	Pedestrian Improvement	Brackett Road sidewalk (N 9th Avenue to Priest Road)	$650						$650
33	Pedestrian Improvement	Port Williams Road widening and pedestrian facilities	$650						$650
34	New Signal	Prairie Street & S Sequim Avenue new signal	$375						$375
35	New Signal Study	Washington Street Connections: Brown Road to Rhodefer Road study	$50						$50
36	New Signal	US-101 Ramps & S Sequim Avenue new signals	$610						$610
37	New Signal	Fir & N Sequim Avenue signal	$360						$360

2020-2025 Transportation Improvement Program

denotes growth related projects

#	Project Type	Location	Cost Estimate (thousands)	2020	2021	2022	2023	2024	2025
38	Intersection Improvement	W Washington Street & 2nd Avenue intersection improvement	$275						$275
39	Intersection Improvement	Happy Valley Road & US 101 intersection improvement (This project is included as a component of project no. 1)	$0						$0
40	Intersection Improvement	Palo Alto Road & US 101 intersection improvement (This project is included as a component of project no. 1)	$0						$0
41	Facility Improvement	E Washington St Bus Turn-outs from Sequim to Rhodefer	$149						$149
42	Facility Improvement	W Sequim Bay Road improvements (Whitefeather Way to City Limits)	$500						$500
43	Road Connectivity	S 7th Avenue new construction (McCurdy Road to Reservoir Road)	$3,700						$3,700
44	Road Connectivity	W Norman Street new construction (S 7th Avenue to S 3rd Avenue)	$1,000						$1,000
45	Road Connectivity	W Brownfield Road Realignment from Sequim Ave to 3rd Ave	$1,469						$1,469
46	Road Connectivity	W Maple Street Extension from S 5th Ave & S 4th Ave	$852						$852
47	Road Connectivity	Simdars Road/US 101 Interchange (This project is included as a component of project no. 1)	$0						$0
48	City Wide Projects	City Wide Pedestrian/Bike Improvements	$327	$52	$53	$54	$55	$56	$57
49	City Wide Projects	City Wide Minor Construction (small works)	$150	$25	$25	$25	$25	$25	$25
50	City Wide Projects	City Wide Misc Right of Way	$30	$5	$5	$5	$5	$5	$5
		Subtotal	$44,525	$4,576	$2,341	$3,705	$3,740	$4,731	$25,432